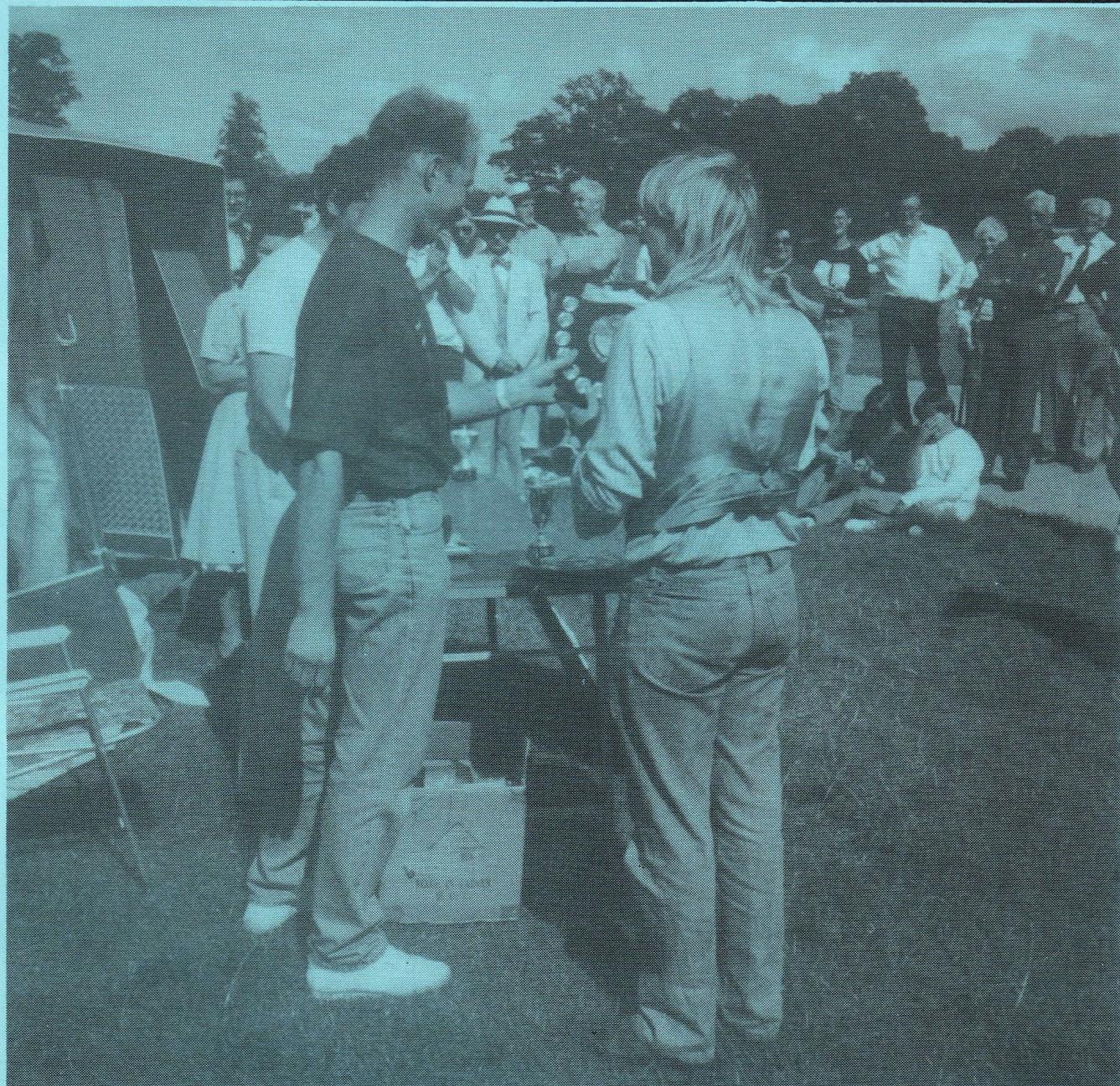


# TRIUMPH MAYFLOWER CLUB



(MEMBERSHIP) WORLD WIDE

AUTUMN ISSUE 1992



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

## Club Officials for 1992-93

### CHAIRMAN

John Oglesby  
33 Wroot Road  
Finningley  
Doncaster DN9 3DN

### VICE CHAIRMAN

Tony Booth  
26 Wharton Road  
Headington  
Oxford OX3 8AH

### CLUB SECRETARY

Terry Gordon  
12 Manor Close  
Hoghton, Preston  
Lancashire PR5 0EN  
Tel: (0254) 853469

### TREASURER

Mike Webber  
7 Colvin Close  
Exmouth, Devon

### SPARES SECRETARY

John Gogay  
18 The Close, Wilmington  
Dartford, Kent DA2 7ES  
Tel: (0322) 221493 after 7.30 pm

### SECONDHAND SPARES SECRETARY

Jim Smethurst  
18 Beech Grove  
Ashton, Preston PR2 1DX

### MAGAZINE EDITOR & ARCHIVIST

Phil Benson  
4 Dunlin Close  
Redhill, Surrey RH1 5HJ

### RALLY SECRETARY

Martin Bishop  
66 Keeley Lane  
Wooton, Beds MK43 9HS

### ORDINARY MEMBER No 1

Edith Webber

### ORDINARY MEMBER No 2

Peter Smith

---

*When writing to a committee member and you require a reply, please enclose a  
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not  
as a full-time occupation, so when contacting them other than by letter, please ensure that  
you choose a reasonable time of day*

## **FLOWER POWER**

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**SALES/WANTED**

**STOP PRESS ETC.**

**Cover Photo:** Martin Bishop presenting the Concours prize to  
Paul Norton at the Annual Rally  
- Stanford Hall - 19th. July 1992.

[ The only way Martin could get on the cover ]

The information contained within Flowerpower is the view of the writers and not necessarily those of the editor or the Mayflower owners club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

**SPRING**

**SUMMER**

**AUTUMN**

**WINTER**

## FLOWER POWER

### EDITORIAL

I have been sorting through the Club Archives recently. The amount of information available on the Mayflower is vast and varied. I hope to draw from these reserves to assist me in making the magazine more interesting. (Special thanks to Terry and Eileen Mills of Bristol for sending in a large batch of old magazines and other Mayflower literature).

It is always nice to find information that relates to the car from the early days. In this magazine I have included a letter from an American owner to a magazine called 'Motor Trend' that was published in January 1955 [ The Magazine cost just 25 cents then ]. The letter is included in our 'Letters' section, 37 years later and is still interesting, partly because it answers last months readers question on two-tone cars. The letter included a photo of a two-tone black and grey car, just like the one we featured in our summer issue, but with white-wall tyres. Very nice.

We only had eight Mayflowers at the Annual Rally. Possibly because it was held at the same venue as in the previous year. We want to see lots more in 1993, so please start planning for it now. That way we should have a great turn-out next year.

In the summer issue I promised to tell you more about my car. I shall keep that promise, I intend to serialise the material during the next few editions. The Saga is entitled "Uncle Phil's Taxi", and begins at the very beginning, in this issue. I hope to attend my first rally with my car on Sunday 20th September. This will be at the 'Southern Counties Historic Vehicle Preservation Trust' Rally, Belle Vue Farm, Copthorne, Near Gatwick, Surrey.

I know many people have been on holiday recently, but I would like more input from YOU to help to fill the pages. I'll keep asking until you give up and write - [Or phone (0737) 772202].

To all those who did write, and who appear in this issue, Thanks.

**PS. Next Years Annual Rally - SUNDAY JULY 18th. 1993  
Venue - HIGHCLERE CASTLE, NEWBURY, BERKSHIRE.**

I Hope To See lots Of You There

Phil Benson  
Editor.

---

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£18.00 each

## FLOWER POWER

### 1992 ANNUAL RALLY

This was my first year as Rally Secretary so thanks to John Oglesby for showing me the ropes.

Firstly a big thank you to those who attended with or without cars. I was so glad to see a big turn-out as the day started off a bit overcast, but the afternoon was lovely.

A total of eight Mayflowers arrived without any problems, except Jim Greenley and family whose car kept overheating on the journey. Hopefully just a dodgy fan belt, and you all got home.

The eight Mayflowers were:-

			Miles Travelled
M1	KSX 160	F Alexander	Edinburgh 351
M2	TSV 520	P Norton	Bromsgrove 50
M3	VSK 262	J Popkess	Honiton 220
M4	439 HYO	P Benfield	Richmond (N.Yorks) 170
M5	LUY 182	M Halsall	Manchester 132
M6	FST 608	J Greenley	Thorne 108
M7	XMG 7	K Johnson	Earlshilton 15
M8	PKK 101	J Gogay	Dartford 125

As you can see the longest distance award was won by Forbes and Olwen Alexander. They were so pleased.

The results of the Self Judging:

Fred Oglesby Concours Award:	1st P Norton	TSV 520
	2nd K Johnson	XMG 7
	3rd F Alexander	KSX 160

Well done Paul - Second Year Running.

This Years Achievement Shield: Mike Hurst (Well Earned)

(Ex Magazine Editor)

Chairman's Cup: Stephen Parnell

(Also Well Earned)

(Ex S/H Spares Sec.)

Many members said that their cars will be ready for the next Rally so it should be a big one. By the way, the 1993 Rally will be on Sunday 18th July at Highclere Castle, Highclere, Newbury, Berkshire.

Thanks Again to ALL those who attended. I hope to see you all next year.

Martin Bishop  
Rally Secretary

## WINDSCREEN RUBBERS

Available from the Spares Secretary

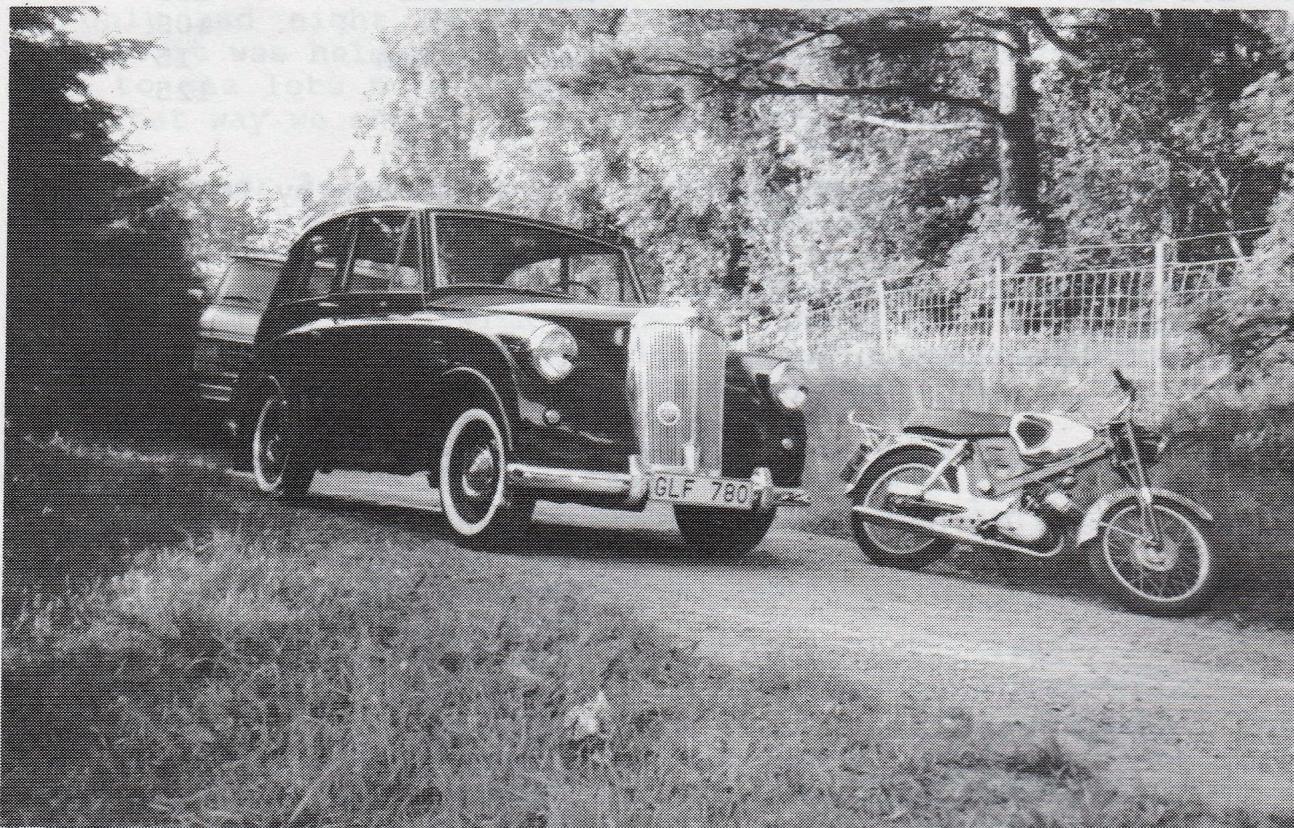
LETTERS

Hello,

I'm sending you a few lines about my Triumph Mayflower. In the early fifties I was a so called "Rocker" and drove around on a variety of English motor-cycles (Triumph, AJS, BSA). When I met the woman in my life (Inga-lill) we bought our first car together (Tri-Mayfl. 1952) who we spent some very good times with. Then after a few years our family got bigger and we had to sell our "love car" to my mother who drove it for about four years.

Now, when I'm a "little bit older" I found my Triumph in a stable but the man who owned it didn't want to sell it at first, but suddenly one day the man phoned me up (It took eight years) and asked me if I still wanted the car. The answer was easy - YES.

The car was in pretty good condition but there was still a lot to do on it. Now the car is fully restored to the good condition it is today, as shown by the photo below. (This took me around six years to do).



Here in Sweden, a car like this makes a lot of attention from ordinary people and they are very curious to know more about the car. Some time ago, one of the largest newspapers in the South of Sweden did a story about old cars, and my Tri. was one of them. I was very proud of it. The picture is from the paper.

From the land of Icebears (SWEDEN)  
Lemmont Helgesson,  
with writing help from Robert Magnusson.

[They apologise for 'our English' - It reads extremely well to me. The writing paper the letter came on is quite beautiful too, with scenes of Reindeer in Kronhjorten Valley - Well done - Ed]

## FLOWER POWER

### LETTERS

#### LETTER REPRINTED FROM MOTOR TREND - JANUARY 1955

Gentlemen:

In the October issue you tested seven economy cars. We bought a Triumph Mayflower. I have kept a record of expenses and thought perhaps you would like to see it -

Gas	275.5 gallons used	\$75.92
Lubrication Oil, grease etc.		21.20
Repairs		5.80
Total expenses for one year		\$ 102.92

We have driven a total of 8768 miles and averaged a little better than 31 miles to the gallon of gas since we bought the Triumph. We have taken several trips around Florida, driving the Triumph rather than our full-sized car, which, incidentally, is a Lincoln.

Needless to say we are very happy with the "Flower," as we have nicknamed it, and would recommend one for a second car for someone who doesn't want to spend a small fortune on gas etc.

Richard Oblinger  
St. Petersburg, Florida.

[I wonder where the car is now; Two-tone, with white-wall tyres - Too much - Ed]

### LETTERS

Dear Phil,

I am a former chairman of TMC before John Oglesby, Terry Gordon, and Peter Burdge (Now in Finland). The reason I write is caused by a recent reprint of the first edition of the Bristol Evening Post Newspaper, first published in 1932. This showed members and cars of the SINGER OWNERS CLUB. This leads me to ask if anyone knows of the oldest car club. I know that the STANDARD Motor Club was in existence prior to 1940, but how much prior I do not know. Incidentally, the TMC commenced in Bristol in 1974 and the Razoredge Owners club was formed during 1975.

May I also request that you publish an advert requesting readers send post-cards etc. as I am now house-bound.

Phil Hall      Bristol

1. Please see Phil Hall's WANTED advert in the adverts section.
2. Any more information re Clubs etc., send to me to publish - Thanks Ed.

LETTERS

GSV stripped  
down



Dear Ed,

I enclose photos of the "During" and "After" stages of my rebuild.

The car was found in a garage near to where I live in Fife. It was not in too bad a state when found, so I decided to try to restore it. I have been involved in restoring Motor Cycles over the past 20 years, but I had never tried a car. After clearing a space in my garage, the car was brought home and I decided to take it to bits to see what was required in the way of spares. To my surprise it was in quite a solid state. There was no serious rust and all the bits seemed to be there.

After stripping off the paint, which was not the original colour, the car was repainted black. The car was rebuilt, and, even if I say so myself, is now looking good. It is entered in a few local shows this year and I hope to get down to one of the club rallies one day.

James Danton      Fife, Scotland.



GSV as  
she is now

LETTERS

Dear Phil,

Before getting to the real reason for this letter I must say how much Olwyn (despite hay fever) and (despite a sore back) enjoyed the rally. It was our first and it was well worth the time - 9 hours each way - to bring the Mayflower south of the border. I think the best thing about it is being able to put faces to names. John Oglesby and Martin Bishop deserve our gratitude for the hard work they put in to make the day a success. We would also like to thank Peter and Sue Benfield for providing us with a very welcome cup of tea, and a chance to stretch our legs, on the long road home.

I don't suppose we were really surprised to win the distance award but coming third in the concours was very pleasant as we never expected even to get a look in there. All the Flowers looked splendid to me, and my only disappointment was that so few attended such a convenient location. If we could do 700 miles surely others could do less! For encouragement I will add that we drove most of the way at 50 mph, used 3 pints of oil and about 2 pints of water, and averaged 31 mpg. The only thing that went wrong was the starter jamming at the rally, and John Oglesy had that freed in a minute by using the starting handle. (Thanks again, John!).

However what I wanted to mention in the magazine was the idea I'd put forward at the AGM for a sort of "Help Register". It's not an original idea by any means as some other clubs already do it. What I propose is that we make up a register of members who are willing to help any Flower in distress on the road in their part of the country. It may be, of course, that most members already have some sort of car recovery insurance and would view a register as unnecessary. However, if enough people are interested in the idea of the "Help Register" I would be quite happy to do the donkey work to set it up. What do members think? Let us know by writing to me at :-

61 Findhorn Place, Edinburgh EH9 2PD

Please enclose an SAE so I can reply to you. I'll report the result in the next Flower Power.

Forbes Alexander. Member 650

[Great Idea - Lets get it off the ground - Send off your views and a SAE now to Forbes]

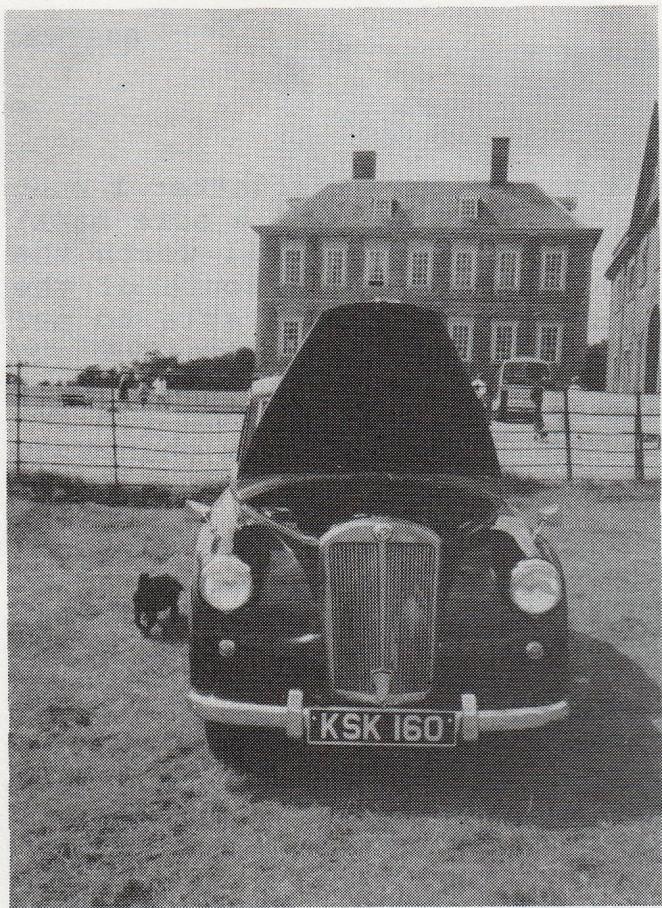
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**FRONT COIL  
SPRING  
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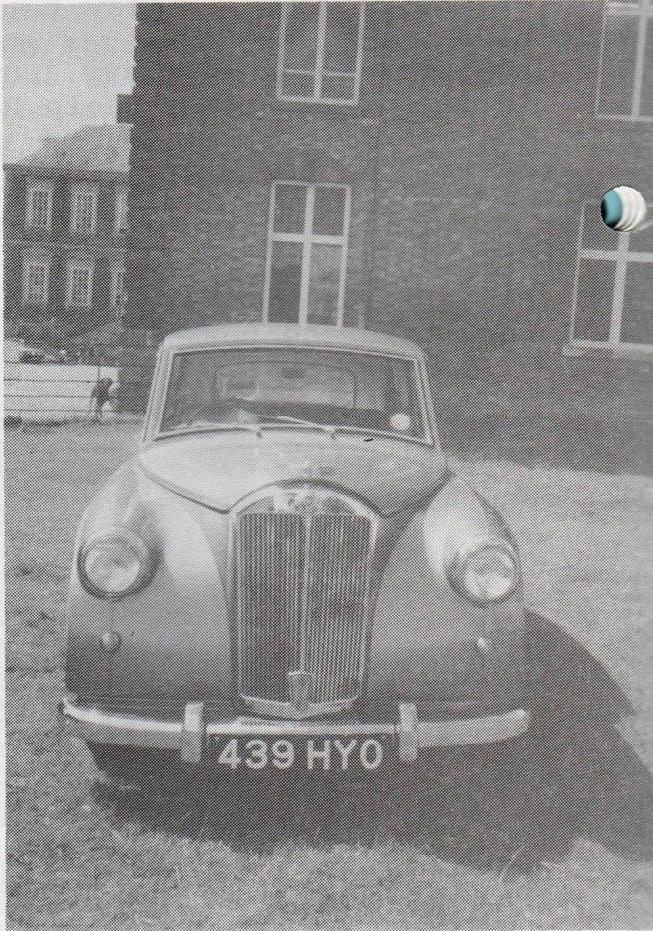
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*FLOWER POWER*



**1992 RALLY AT**



*FLOWER POWER*



## TANFORD HALL



**FEATURE STORY****RADIO-ACTIVE FLOWER**

Hot in pursuit of spare parts, Jim Smethurst and I travelled one wet, summer's day to visit a farm a hundred miles away. We had been told that there was a Mayflower salvageable and for sale. Our directions were to follow the North-West coastline of England past Morecambe, Barrow-in-Furness and head on North towards Whitehaven. Having borrowed a car transporter and packed a picnic lunch we set off at 7.00 am. to bring back a complete car to strip for those much needed bits.

Finding the farm cottage easily about a mile inland from the Cumbrian coast, it overlooked the Irish sea and the cooling towers and atomic generating plant of Britain's first Nuclear Power Station at Calder Hall, we set about trying to find the farmer. One of his staff said that he'd been called to town suddenly but would be back by lunch-time. So we sat in our truck and ate our sandwiches by his very pretty cottage and had a little peek at his restored Austin 8 under a tarpaulin in the drive.

When he arrived back, he took us across the farm yard which was ankle deep in smelly slurry made by cows (Now that was politely put). In the corner between the barn and a tall tree lay a Flower which had seen better days. It was covered with a yellow waterproof cover which extended to just below the waistline of the car.

Everything below that level was not just covered but savagely attacked by the dreaded tin worm. Bumpers, valances and sills were turning to powder. Jim and the farmer removed the cover to look at the rest of the car. He told us that he acquired the car twenty years ago and it had had several resting places (Rusting places?) around the farm before finally coming to rest here about ten years ago. He'd had to use the tractor to drag the car around then. Jim lifted the bonnet and out jumped a feral kitten which had been asleep in the empty battery tray. I don't know who was more surprised, but Jim's face was a picture.

We tried to open the boot lid but the hinges did not bend, rather the whole panel broke away. On opening the door we found that the interior had disintegrated and was home to rats, mice and rabbits which meant that there had to be holes in the floor. The dashboard was damaged and would not have yielded any parts we did not already have. One hundred pounds had been mentioned on the phone, not by us I hasten to add, but you would have had to pay to take this one away. Jim declined the offer as we were about twenty years too late. On the way home we decided to visit an antique fair in Lancaster. One of the stalls had for sale an Ex-Military Geiger Counter which I think could have been put to good use at the farm we had just left.

Terry Gordon (Secretary)

### **URGENT!**

Our new editor requires stories, information on renovations and photographs of cars and keepers. Please help him to make your magazine of interest to everyone

**PLEASE RESPOND TO: THE EDITOR - PHIL BENSON**

## FLOWER POWER

### SERIAL

#### UNCLE PHIL'S TAXI - Part 1

This story starts in Derby about 6 years ago - September 1987. It was a dull wet day so I was reading all the small adverts in the local paper. I came across one advert which read 1953 Triumph Mayflower For Sale etc. etc. £300. I said to Celia, my wife, that I would go and have a look at it out of interest. The Mayflower JBD 807 was being sold by a TMC Member, (No 17) who no longer had enough time for the car. I guess that the number plate (JBD 807) then, as now, was worth more than the car. On seeing the Mayflower I decided I would have a go at getting it running again as it looked very forlorn sitting in a garage collecting dust. I went to the Bank and drew out the £300 to pay for the car.

The car had last been MOT'd and used in 1982 so had stood still for five years by then. I had her towed the three miles home by the local garage break-down truck. I decided that as the brakes were all binding/stuck that is where I would start. I stripped everything off the braking system and replaced it. All except for the banjo fittings and Brake Light Switch which were all fine. I managed to get most of the parts easily and the brake pipes were made up in copperpiping locally.

Once I'd finished the brakes I thought I would see if the engine was any good. It seemed stuck at first, but paraffin down the spark plug holes every day for a week, followed by using the starting handle and a mole grip to allow a long lever to be used to turn the engine over. After three very slow turns, and more paraffin, the engine came free. Out of curiosity I put a battery on the car for the first time and tried the electrics, everything worked! I tried to start the car - It started - just like that!

In 1988 I met Bill Jacques who has restored a Mayflower to an excellent standard. [He was the concours winner in 1989] He inspired me to get stuck into it and not to be scared of tackling anything on a Mayflower.

I took it for an MOT test in July 1988 and it passed, although looking back I feel it must have been quite border-line. We went to the pub a few times that year to celebrate, but not much further as the engine was quite rough and burnt oil and puffed out blue smoke all the time. At the end of that year I changed jobs and started working in Surrey from Monday to Friday. Once again the Mayflower sat in a garage collecting dust.

One weekend my sister-in-law and her family came to visit us from London. My niece, Gemma, who was nearly 5 came out to the garage looking for me, and ran back into the house exclaiming "Mummy, Mummy - Uncle Phil's got a TAXI". Hence the title of the story.

Phil Benson Member 490

## TECH TIPS

**FLASHING INDICATORS: The Rees Bros System**

None of us will need convincing that, in today's traffic, flashing indicators are superior to trafficators. However, not all owners will wish to add the modern yellow lights, or dispense with their trafficators. Rees Bros (69 Gordon Road, Aldershot, Hants, GU11 1NG) offer a system which uses the existing light fittings: at the rear, the brake lights act as indicators, while at the front, the side lights are employed.

The components required vary with the type of car but for the Mayflower you need the following: A Relay Unit, a Load Unit, a Flasher Unit and a panel indicator light. If you need cable it can also be provided. The cost of all the components, including the cable, is about £81 (As at January 1992).

The Relay Unit performs the switching on and off and the Load Unit allows the system to cope with the different wattages of the sidelights and the brake lights.

The fitting is fairly easy and can be done in a day. The relay and load units are each about 5.5" x 2.5" x 1.5" and can be screwed to pieces of 1/4" ply cut to size and fixed with super glue to the underside of the parcel shelf, the relay unit on the driver's side and the load unit on the passenger side (This makes for the greatest economy in the cable). The units are then to all intents and purposes invisible. The indicator panel light may be mounted wherever suitable, and one possibility is the blanking panel for the radio, which may be removed and a new one made up with a hole to hold the light fitting. The flasher unit is small and can be fixed loose to the cables behind the light.

Some alteration to the wiring is necessary but this can easily be done in such a way (by taping off and tying aside the redundant wires in the loom) that the original circuits can be restored, and the flasher system isolated, if desired. It is necessary to run several yards of new wiring around the car but it is easy to conceal it fairly well, and the main run to the rear can follow the existing loom run along the chassis.

Rees Bros provide fitting instructions which are reasonably clear, though of course they are not specific to the Mayflower. Most of the new wires can be taped together and can be taken into the interior of the car through one of the blanking grommets at the top of the scuttle on the drivers side (RHD cars). The connections required into the existing trafficator switch can be made without difficulty by pulling apart the tubular snap connectors where the wires emerge from the steering column, and then reconnecting them with the new wires pushed inside and held captive.

When the system is fitted up it will flash the sidelights and brake lights whatever the conditions ie. whether your lights are on or off, and/or you are braking. I've had it fitted to KSK 160 since early this year and it appears to work well and to be reliable.

Forbes Alexander  
Member 650

**FOR SALE**

1953 MAYFLOWER - In good condition, recently resprayed, MOT until September 1992.

Contact Brian Phillips 17 Church Road

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**TRIUMPH RAZOREDGE OWNERS CLUB - WEEKEND IN SOMERSET**

9th/10th/11th October 1992 - Or Sunday only, at East Somerset Railway. Part Owner David Shepherd, renowned wild life artist, founded the railway as we know it today in 1975. A fine replica Victorian engine shed, housing 140 ton 'Black Prince' to the diminutive 'Lord Fisher'. Rare crane and much more. Sunday Lunch at £8.95 and special rates at Hotel Details from Jennifer Langton on (0425) 618074.  
[ MUST BOOK BY END OF SEPTEMBER SO GET ON WITH IT ]

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**WANTED**

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Will purchase or exchange for a 1946 6 volt Masterradio two unit model 500.  
Also require a 1953 Coronation Flag as fitted to cars.

Contact Ron Churcher - Basingstoke.  
Home (0256) 58899

**FOR SALE £900 (Or Near Offer)**

1952 Mayflower - Reg. No. MYW 622  
Pale blue, with a V5 and an MOT until October.  
A very solid and genuine condition 2 car.  
Some cosmetic work needed to make really nice.

Contact Tim Main (Worcester)  
Phone Upton Snodsbury (0905) 381395

**FOR SALE**

1952 Mayflower - Reg. No. KSK 854 £800  
Black, Garaged, Taxed and MOT until May 1992.  
One owner since 1975. Plenty of New parts and S/H parts. Doors, Boot, Bonnet, Engines, Gear-Box etc. etc. Needs some bodywork tidying but used every day until October 1991. No Problems.

Disablement & Redundancy forces sale.

Contact Bert Lacey (Member 121)  
26 Nightingale Crescent  
Harmanswater  
BRACKNELL  
Berks  
RG12 3PV  
Phone Bert on 0344 - 484132 for more details.

**INLET AND EXHAUST VALVES  
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*From the Spares Secretary*

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Grey - Known History. Completely Rebuilt,  
and now, almost "as new".  
Taxed and Tested. Part exchange considered.  
Contact Bill Jones (Member 675)  
Phone (0264) 323639 (Hants)

**WANTED**

**POSTCARDS**

IF YOU TAKE A HOLIDAY TO FAR OFF PLACES, FORMER CHAIRMAN, NOW HOUSEBOUND DUE TO MALFUNCTIONING LUNGS AND ON AN OXYGEN SUPPORT MACHINE WOULD LOVE TO HAVE A POST CARD FROM YOU. PHIL HALL, NOW IN HIS MID SEVENTIES SAYS THAT HE CANNOT PROMISE TO REPLY TO EACH AND EVERY WRITER AS HE NOW HAS TO RELY ON OTHERS TO POST LETTERS ETC.

PHILS ADDRESS IS - P. J. HALL  
75 MORLEY ROAD  
STAPLE HILL  
BRISTOL BS16 4QY

**WANTED**

FRONT PASSENGER SEAT FOR 1953 MAYFLOWER  
OR - IF POSSIBLE - A FULL SET OF UPHOLSTERY  
IN GOOD ORDER. I will arrange upliftment.

Contact Andrew Laurenson  
76 Admiralty Road, ROSYTH, Fife, KY11 2QJ  
Phone (0383) 415812  
Scotland

**MAYFLOWER  
FOR SALE**

Essentially complete with all panels, interior, etc and with green log book. Spare engine with head. Probably not worth restoring but good for spares.

£150

Simon Westlake  
0242 516605

**SPARE  
PARTS  
FOR SALE**

Various secondhand  
spare parts  
All at very  
reasonable prices

*Please Phone:*

**0245 225123  
(Essex)**

**1953  
MAYFLOWER  
FOR SALE**

Black/red  
Garaged 27 years  
Engine removed

**OFFERS  
AROUND £500**  
**Tel: Mr Williams**  
**Ebbw Vale**  
**0495 305103**

## **FLOWER POWER**

### **STOP PRESS**

Prior to the 1992 Motor Show opening on October 20th at the NEC Birmingham, there will be a cavalcade of cars through the ages.

This will take place on Sunday 18th October from the International Conference Centre to the NEC, a distance of ten miles, to publicise the Motor Show. Paul Norton's splendid Mayflower will be representing the Triumph Mayflower Owners Club in that parade.

I hope that those of you who live nearby will be able to support our entry. Other wild and wacky cars such as the Batmobile and such-like exotica will also be parading.

There will be photos in the next Flower Power.

Terry Gordon (Secretary)

---

### **FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS NEWS SHEETS**

The aim of the Federation is:

" to uphold the freedom to continue the use...  
...of all mechanically propelled road vehicles"

The Spring 1992 News Sheet contains an article on the Construction and Use Regulations regarding Brakes, Spray Suppression, Maximum Heights, Tyre Tread Depth relating to pre-1933 vehicles, and Seat belts. There are also articles on 'Fuel for historic vehicles' the 'Export of cultural goods' and on the EEC 'Scrap Yard' legislation.

The Summer 1992 New Sheet contains articles on European Legislation, The MOT test and testers manual, The 1991 Road Traffic Act, The Motor Vehicles (Competitions & Trials) Regulations.

If any member wants more detailed information then please send a medium sized SAE to the Editor requesting a photo-copy.

## **BODY SUPPLEMENT**

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OVERSEAS - £18.00

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Address .....

Town .....

Country ..... Post/Zip Code .....

Car Registration No: ..... Date registered .....

Commission No: TT ..... LDL/DL Engine No: ..... E

*Send to:*

**The Secretary, Triumph Mayflower Club  
12 Manor Close, Hoghton, Preston  
Lancashire PR5 0EN**

